rating is made a point. My question to the hon. Minister is this. Definitely, they are making in-depth study for making available credit to the small scale sector. What is the percentage of unrated small scale and micro industries getting bank loans, *vis-a-vis* the rated ones? I would also like to know whether he takes note of the fact that among the small scale and micro sector big segments are also operating as proxy to large scale sector to avail of the advantage of this benefit. It is linked to it.. It is a fact that the rating is also involved in that. A big section of the small scale sector is operating as proxy to the large scale sector. Most of them are rated, and the under-rated are not getting loans. As my colleague has pointed out, the share of the small scale sector loan, in the whole banking credit, is, gradually, going down. So, in this situation, how does the hon. Minister propose to address this issue?

MR. CHAIRMAN: Mr. Sen, your supplementary is longer than the original question.

SHRI TAPAN KUMAR SEN: My supplementary emanated from the reply of the hon. Minister.

श्री दिन्शा जे. पटेल : सभापति जी, माननीय सदस्य ने इकाइयों के बारे में जो बात कही है, अलग-अलग इकाइयों को यह सूचना दी जाती है। मैंने पहले ही बताया कि रेटिंग का जो मामला है, रेटिंग का मामला कंपलसरी नहीं है, कौन सी इंडस्ट्री ने, कौन सी इकाई ने रेटिंग करवानी है, नहीं करवानी है, यह उनके ऊपर निर्भर करता है। कोई भी छोटी इकाई अपनी रेटिंग करवा सकती है, 25 परसेंट पेमेंट करके वे अपनी रेटिंग करवा सकते हैं। रेटिंग करने के बाद बाकी का जो पैसा है, वह NSIC उनको भेज देती है, ज्यादा से ज्यादा 40,000 रुपए तक NSIC द्वारा दिया जाता है। NSIC के सदस्य उसके ऊपर विचार करके, उनका पेमेंट कर देते हैं। मैं मानता हूं कि सदस्य की जो चिंता है, हमारा डिपार्टमेंट भी वही चिंता कर रहा है कि ज्यादा से ज्यादा इकाइयों को इसमें जोड़ा जाए। अभी तक NSIC के साथ 26,000 इकाइयां रजिस्टर्ड हैं। ज्यादा से ज्यादा इकाइयां रजिस्टर होंगी, तो उनको भी मालूम हो सकेगा और portal द्वारा सारी की सारी डिटेल्स उनको पहुंचे, इसका भी इंतजाम किया गया है और छोटे-छोटे गांवों में भी इसका इंतजाम किया गया है कि वहां भी सूचनाएं पहुंचे और जितनी ज्यादा रेटिंग होगी, उतना ही उनका माल बिकेगा, उनकी prestige होगी, उनको बाहर के देशों में prestige मिलेगी, उनको बैंकों में prestige मिलेगी और बैंकों को ज्यादा सहूलियत हो जाएगी, क्योंकि उनको जो पैसा देना है, यदि रेटिंग वाली कंपनी होगी, तो बैंक वालों को ज्यादा खोजबीन नहीं करनी पड़ेगी, वे अपने आप ही उनको पैसा देंगे। ये सारी कोशिशें हम कर रहे हैं और मैं मानता हूं कि हम जल्दी से जल्दी इस दिशा में और आगे बढ़ेंगे।

Trady pace of railway projects

*424. SHRIMATI SHOBHANA BHARTIA:

SHRI N.K. SINGH: ††

Will the Minister of RAILWAYS be pleased to state:

(a) whether Prime Minister has recently expressed serious concern over tardy pace of railway projects;

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†† The question was actually asked on the floor of the House by Shri N.K. Singh.

(b) if so, the facts and details thereof;

(c) whether there is steep cost escalation of various pending railway projects and the State Governments are not showing any positive interest in those projects; and

(d) if so, the manner in which Railways are likely to take up the pending railway projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): (a) to (d) A Statement is laid on the Table of the Sabha.

Statement

(a) No, Sir.

(b) Does not arise.

(c) Railways have a huge throw forward of ongoing projects under new lines, gauge conversion, doublings, railway electrification and metropolitan transport project. Due to limited availability of resources, projects take long time in completion. Ongoing projects undergo cost escalation on account of various reasons like change in the standard of construction and technology, scope of work, price escalation, inflation etc.

State Governments were requested to share cost of ongoing new line and gauge conversion projects in their State. Some of the State Governments have come forward to share cost of selected projects in their State. State Governments of Karnataka and Jharkhand have agreed for cost sharing in maximum number of projects.

(d) The projects are being progressed as per the availability of resources. A number of initiatives have been taken to generate additional funds through Public Private Partnership, funding by State Governments and other beneficiaries, funds from Ministry of Defence, additional budgetary support for National Projects and execution of projects through Rail Vikas Nigam Limited.

SHRI N.K. SINGH: Sir, the recent flash report for Central sector projects suggests that 427 railway projects are running behind time leading to a cost escalation of over Rs.45,000 crores and attributes this to a fundamental mismatch between the availability of resources and what is required for completing these railway projects. In the light of this, will the hon. Minister consider a rationalisation of the ongoing railway portfolio for bringing about a better match between the availability of finance and what is required to complete these projects?

SHRI E. AHAMMED: Sir, as far as the slow growth of the ongoing projects of the Railways and the limited availability of resources are concerned, the suggestion made by the hon. Member is very much worth considering. It is a matter to be decided by the Government at the highest level when the policy is being revised. It is a fact, because when we take into account the backlog of work and also the delay in completion of the projects, one main reason is inadequacy of funds made available for the railway projects. Even in the yesterday's discussion, the hon. Member also must have noted that

my senior colleague mentioned here about the inadequacy of resources available to the Railways.

SHRI N.K. SINGH: Sir, my second supplementary to the hon. Minister arises from the answer which he has given to my first supplementary. If paucity of finance is one fundamental reason why projects are running behind time, then, in assessing the total availability of finance, what is the availability from the internal resources and internal revenues of the Railways, that is, those from the equity and those which will come from borrowing, to ensure that the railway revenues are not excessively overleveraged?

SHRI E. AHAMMED: Sir, this is one of the things that the Railways have been doing for making the general finance available to the Railways. But railway is one public utility service of the Government which is meant for ordinary and poor people. Therefore, internal resources cannot be mobilised by raising the passenger and other fares. Taking into account all these issues and, with a view that ordinary and poor people are not put more burden, the Railways are considering other ways of mobilising funds. The suggestion that the hon. Member has given here will also be given due consideration.

DR. T. SUBBARAMI REDDY: Sir, in Andhra Pradesh, foundation stones for a number of projects of new railway lines were laid but, for the last ten years, nothing has happened and there has been no progress. Every year, we are being told that there are no funds. In the reply, they have said that State Governments of Karnataka and Jharkhand have agreed for cost-sharing on the maximum number of projects. I would like to ask the hon. Minister why, despite the Andhra Government coming forward to share the cost of maximum number of projects, nothing has happened; no assurance is being given. What action are you going to take? When are you going to complete the projects? And, what costs are you going to share with the Government of Andhra Pradesh?

SHRI E. AHAMMED: Sir, many others have also expressed the same opinion that the hon. Member has. Andhra Pradesh has cooperated with the Railways in sharing the project costs. Many of the projects in Andhra Pradesh are still going on. If the hon. Member would like to have a list of the projects, I can give him.

SHRI MANOHAR JOSHI: Sir, I would like to know from the hon. Minister the other reasons for the delay in the completion of railway projects, except the one which is mentioned in the reply, that is, there is no source of income and, therefore, the projects are delayed. I would like to know the other reasons for the delay in the completion of railway projects. Also, there is a mention of public-private ownership. How many projects in public-private ownership are going on in the country and, particularly, in Maharashtra?

SHRI E. AHAMMED: Mr. Chairman, Sir, there are many other reasons also. It is not only the availability of inadequate funds, but also the failure of contractors, delay in land acquisition and forest clearance, adverse law and order situation prevailing in a particular area, etc. These are some of the

reasons. So far as the financial position is concerned, 286 projects are ongoing projects in the Railways. The estimated amount, at the time of the formulation of the projects, needed for the completion of those projects, was Rs.79,462 crores. The present position is that an amount of Rs. 6,000 crores has been allotted for the current year. If we take the backlog and the escalation in the project costs, we may require Rs. 1,00,000 crores. If we do not get these funds, the projects will be delayed. So, the delay is not a sort of deliberate action on the part of the Railways. The projects have to be completed. That is why, yesterday, the hon. Minister of Railways said that we would give importance to whatever we have announced in the Budget and, secondly, to all the ongoing projects. We have been trying our best to do that.

श्रीमती जया बच्चन : सर, यह सवाल महाराष्ट्र पर था और इन्होंने बहुत casual जवाब दिया है। ...(**व्यवधान**)...

SHRI MANOHAR JOSHI: Sir, I had asked a question on Maharashtra and he has not answered it. ...*(Interruptions)*...

MR. CHAIRMAN: You can register a complaint later.

श्री सत्यव्रत चतुर्वेदी : माननीय सभापति महोदय, रेलवे स्टैंडिंग कमेटी की वह उप-समिति जो इस बात की जांच कर रही थी कि रेलवे प्रोजेक्ट्स delay क्यों हो रहे हैं, उनमें विलम्ब क्यों हो रहा है, उसका मैं अध्यक्ष था और हमने एक जांच की थी। सच यह है कि दूसरी पंचवर्षीय योजना तक के प्रोजेक्ट्स अभी भी लंबित पड़े हुए हैं और लगभग 70-80 प्रोजेक्ट्स हैं, जिनकी कीमत आज की तारीख में लगभग 60 हजार करोड़ रुपया है। अगर इन्हें पूरा करने के लिए पूरे फंड्ज़ available कराए जाएं, तो भी इनके पूरा होने तक एक लाख करोड़ रुपया खर्च आएगा, जैसा कि मंत्री जी ने बताया है। तो अब दो ही उपाय हैं – एक उपाय तो यह है कि समय-समय पर तमाम प्रोजेक्ट्स जो हम लोग सैंक्शन करते रहे, चाहे वे financially viable हों या न हों, या तो हम उनकी एक बार जांच करके यह तय कर लें कि कितने प्रोजेक्ट्स इनमें से viable हैं, लेने लायक हैं, उनको हम आगे बढ़ाएं और जो viable नहीं हैं, उनको drop कर दें ...(**व्यवधान**)... या दूसरा उपाय यह है कि रेल को जो लगभग 60 हजार करोड़ रुपया वित्तीय मदद मिलनी चाहिए, वह न मिले। तो मैं माननीय मंत्री जी से यह जानना चाह रहा हूं कि आप इन दो उपायों में से कौन सा उपाय करना चाहेंगे, जिससे लंबित परियोजनाओं को निर्धारित समयावधि के अंदर पूरा किया जा सके?

SHRI E. AHAMMED: Mr. Chairman, Sir, he has made certain suggestions. It is not easy for persons like me to choose which one is good and which one is bad. Maybe, both are best ones. Which one should be given preference is all analysis and assessment of the overall financial position of the railways. However, I would like to say that there is a monitoring mechanism the railways have set up for the expeditious completion of projects. The project monitoring group comprising members of various departments of the railways has been set up to monitor the projects on a monthly basis. An empowered committee consisting of members of the Railway Board, Planning Commission, Ministry of Finance and Ministry of Environment and Forests is also there to review the process. A high-powered committee is constituted. ...*(Interruptions)*...

MR. CHAIRMAN: Please. ...*(Interruptions)*... All right.

SHRI E. AHAMMED: These are all what the railways has been doing on its own. We are all very much anxious to complete the projects at the earliest. But, these are the unavoidable constraints. That is why, I just mentioned to take the House into confidence to explain the position of the railways as such.

MR. CHAIRMAN: Thank you. Now, Q.No. 425. ...*(Interruptions)*...

SHRI SATYAVRAT CHATURVEDI: Sir, my question has not been answered.

MR. CHAIRMAN: Please register a complaint if it has not been answered. ...*(Interruptions)*...

श्री राम नारायण साहू : सर, हमें भी बोलने का मौका दीजिए।

श्री सभापति : आपकी भी बारी आएगी। ...(**व्यवधान**)... बैठ जाइए प्लीज़ ...(**व्यवधान**)... देखिए, टाइम कम है, कोई फायदा नहीं।

UGC's coaching scheme for Minorities

*425. SHRI PENUMALLI MADHU: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the details of cities/towns covered under UGC's coaching scheme for Minorities in the country, State-wise;

(b) the details of beneficiaries under the above programme since its implementation in the country, State-wise;

(c) whether there are any plans for opening of new degree colleges and universities for minority women; and

(d) if so, the details thereof with a particular reference to Andhra Pradesh?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI KAPIL SIBAL): (a) to (d) A Statement is laid on the Table of the House.

Statement

(a) and (b) Under the University Grants Commission (UGC) Schemes - (i) 'Remedial Coaching at Undergraduate and Postgraduate Levels', (ii) 'Coaching for Entry in Services and (iii) 'Coaching to prepare for National Eligibility Test (NET) or State Eligibility Test (SET) for Lectureship', 419 institutions were provided grants in 22 States/UTs during the Tenth Plan for 32535 beneficiaries belonging to the minority communities, incurring an expenditure of Rs.2065.39 lakhs. These Schemes have been merged during Eleventh Plan under the scheme of development grants to institutions with total allocation of Rs.2854.25 lakhs. Presently UGC is running these schemes in 88 State Universities, 22 Central Universities and 9 Deemed Universities. In addition, UGC has provided assistance to Jamia Hamdard, New Delhi (Rs.697.69 lakhs), Maulana Azad National Urdu University (Rs.414.39 lakhs), Baba Saheb Bhimrao Ambedkar University, Lucknow (Rs.539.39 lakhs) and Aligarh Muslim University (Rs.664.39 lakhs) for setting up of 'Residential Coaching Academies for Minorities/SCs/STs and Women'. The Coaching Programmes in these institutions will start from January, 2010.